

CLASSIFICATION

SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Soviet Troop Trains

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 21 November 1952

REFERENCES

PAGES 5

REMARKS

1.

troop trains

Composition of
Troop TrainsDispatching Railroad
DistrictReceiving
Station

2 converted boxcars, boxcar and 7 flatcars with vehicles	Halle	Zeitz
4 boxcars and 50 flatcars with vehicles	Halle	Jena
4 converted boxcars and 32 flatcars with vehicles and 20 tanks	Magdeburg	Chrdruf
16 boxcars and 42 flatcars with artillery pieces and vehicles	Halle	Jena
12 converted boxcars, 2 boxcars and 34 flatcars with vehicles and 4 tanks	Magdeburg	Chrdruf
12 converted boxcars, 2 boxcars and 31 flatcars with artillery pieces and vehicles	Magdeburg	Chrdruf
Undetermined number of cars with soldiers	Halle	Zeitz

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Composition of Troop Trains	Dispatching Railroad District	Receiving Station
1 boxcar and 28 flatcars with vehicles	Halle	Jena

trains transporting troops to maneuvers were no longer to be made available, and other troop movements by rail were also not expected.

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2. shuttle-trains in connection with the replacement program

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On 14 October. Shuttle-train carrying recruits arrived at Weimar from the Cottbus railroad district with 2 converted boxcars bound for Rudolstadt, 9 converted boxcars for Naumburg, 9 converted boxcars for Ohrdruf, and 9 converted boxcars for Halle.

On 15 October. Shuttle-train was dispatched empty to the Cottbus railroad district.

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On 19 October. Shuttle-train carrying recruits arrived at Weimar from Frankfurt/Oder with 3 converted boxcars bound for Rudolstadt, 8 converted boxcars for Naumburg, 6 converted boxcars for Ohrdruf, 5 converted boxcars for Halle, 2 converted boxcars for Altenburg, and 2 converted boxcars for Glauchau.

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On 20 October. Shuttle-train was dispatched from Weimar to Frankfurt/Oder loaded with discharges which came from several posts, namely: from Rudolstadt in 5 converted boxcars, from Jena in 6 converted boxcars, from Naumburg in 7 converted boxcars, and from Ohrdruf in 6 converted boxcars.

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3. Troop trains

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Date in October	Composition of Troop Trains	From	To
20	7 boxcars and 20 flatcars with vehicles	Boetzow	Fuerstenberg
	13 boxcars, 5 flatcars and 6 SSY-type flatcars with vehicles and tanks	Dallgow-Doberitz	Neustrelitz
21	18 boxcars	Neuruppin	Dallgow-Doberitz
22	6 boxcars and 18 flatcars	Fuerstenberg	Boetzow
	6 boxcars and 16 flatcars	Fuerstenberg	Boetzow

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Date in October	Composition of Troop Trains	From	To
23	27 boxcars, 20 flatcars and 3 SSY-type flatcars	Rathenow	Altengrabow
	38 boxcars, 7 flatcars and 17 SSY-type flatcars	Rathenow	Altengrabow

4. Troop trains [redacted] on 24 October included: 50X1-HUM
 a train of 3 flatcars and 5 SSY-type flatcars from Hillersleben to Satz Korn; a train of 10 converted boxcars, 1 boxcar and 6 flatcars, [redacted] from Magdeburg-Brueckfeld to Bad Saarow; and a train of 9 converted boxcars, 2 boxcars and 11 flatcars, [redacted] from Bernburg to Bad Saarow.

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[redacted] troop trains [redacted] between 26 and 29 October:

Date in October	Composition of Troop Trains	From	To
26	53 boxcars and 1 gondola car	Neustadtitz	Neuruppin
	4 boxcars, 11 gondola cars and 2 flatcars	Annaberg	Jueterbog-Altes Lager
	54 cars	Rathenow	Burg
	53 cars	Jueterbog-Altes Lager	Kuestrin
28	54 cars	Bad Freienwalde	Kuestrin
	53 cars and 1 gondola car	Altruppin	Guben
	undetermined	Oberswalde	Neuruppin
29	18 converted boxcars	Oberswalde	Satz Korn
	6 converted boxcars	Oberswalde	Oranienburg

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6.

On 26 October, Shuttle-train [] with soldiers was dispatched to Falkenberg, []

On 28 October, Shuttle-train [] was to be made available at Justerbog-Altes Lager for the entraining of soldiers. Shuttle-train [] with soldiers was to be turned over to the Greifswald railroad district at the Loewenberg railroad station. Shuttle-train [] was to be unloaded at the Drewitz railroad station and dispatched empty to Neustrelitz.

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On 29 October, Forty converted boxcars were to be made available at the Frankfurt/Oder railroad station.

On 30 October, Shuttle-train [] arriving from the east was to be unloaded at the Rathenow-Mord railroad station.

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Shuttle-train [] arriving at Kuestrin-Kietz was to be dispatched to Cottbus.

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Shuttle-train [] with soldiers from Justerbog-Altes Lager was to be turned over to the Halle railroad district.

1.

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2.

Comment. Shuttle-train [] was first reported with recruits en route from Gerdauen to Frankfurt/Oder on 6 October 1952. [] As the same train was also reported westbound with Weimar as receiving station on 19 October 1952 in the present report, it is believed that the train had made a trip to the U.S.S.R. between 6 and 19 October 1952. The same train consisting of 53 boxcars with discharges [] en route from Frankfurt/Oder to Gerdauen on 21 October 1952.

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Shuttle-train [] was observed [] on 12 October 1952. The westbound train came from Kuestrin and carried recruits, which is confirmed by the present report. [] The empty train left Weimar on 15 October 1952 and was probably loaded at an undetermined post, possibly at Frankfurt/Oder [] the same train with soldiers en route from Frankfurt/Oder to Gerdauen on 18 October 1952.

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3.

Comment. These troop trains probably transported small units of the Second Gds Mecz Army which had participated in field exercises.

4.

Comment. The troop train [] was previously observed [] The train carried a tank unit of the 1st Mecz Div. []

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5.

Comment. The troop train from Neuruppin to Dallgow-Doeberitz probably carried military personnel.

6.

7.

Comment. The troop train from Hillersleben to Satz Korn, [] possibly carried rear details of the 10th Gds Tank Div. Magdeburg-Druckfeld and Bernburg as dispatching stations indicate that the two troop trains carried elements of the two engineer regiments of the GORC.

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Comment.
8./ Shuttle-train [] went with recruits from Frankfurt/Oder to Neustrelitz on 22 October 1952. The train probably came from Guben. [] It is believed that the same train went empty from Neustrelitz to Neuruppin on 26 October 1952, where it was loaded with discharges on 27 October, and left for the U.S.S.R. through the Greifswald railroad district via Guben on 28 October 1952.

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[] Compare with [] Comment 2. The train probably arrived at Rathenow with recruits prior to 25 October 1952, where the recruits were unloaded. Therefore, the train probably went empty from Rathenow to Burg.

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Shuttle-train [] went from Cottbus to Jüterbog, probably with recruits, on 22 October 1952. [] Its departure from Jüterbog to the east via Kuesstrin on 26 October 1952 is confirmed by the data in paragraphs 5 and 6. Thus, it is believed that the shuttle-train [] from Bad Freienwalde to Kuesstrin on 28 October 1952 in paragraph 5 was misread.

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Shuttle-train [] went with discharges from Frankfurt/Oder to Kovel via Guben on 20 October 1952. [] As the same train was to be made available at Jüterbog for the entraining of soldiers as early as on 28 October 1952, its return from the east via Guben after 20 October 1952 was not covered.

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Shuttle-train [] was dispatched from Frankfurt/Oder to Gerdauen with discharges on 22 October 1952. [] Thus, it is believed possible that the train returned with recruits to be unloaded at Brehwitz on 28 October 1952.

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Shuttle-train [] arrived with recruits at Guben from Jagodin and was redispached toward Cottbus on 19 October 1952. [] Its return to the east via Guben was not observed. However, the train may have returned from the east within the period mentioned, to be unloaded at Rathenow-Ford on 30 October 1952.

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Shuttle-train [] was reported by two sources en route from Jüterbog to Kuesstrin with discharges on 24 October 1952. [] Therefore, its return from the east, probably with recruits, on 30 October 1952, appears possible within the period mentioned.

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Shuttle-train [] went with soldiers from Guben to Kovel on 21 October 1952. [] As, according to the present report, the train left Jüterbog eastward with discharges on 30 October 1952, it is believed that the train had once returned from the east, probably with recruits, between 21 and 30 October 1952.

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Comment.
9./ A troop train with [] from Annaberg to Jüterbog was previously reported [] on the same day.

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